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Hongkong, 1st April, 1906.

[1906]

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Hongkong, 5th September, 1906. [30]

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**BIRTH.**  
On August 13th, the wife of Dr. C. W. Scoville,  
Vice of London Mission, Wuchang, of a son.

**MARRIAGE.**

On September 1st, at Shanghai, ROBERT  
PERCY, second son of the late Capt. ALEXANDER  
JOHN THOMAS of the Middlesex Regiment, to Rose  
ELLEN, eldest daughter of the late FREDERICK  
CLARKE, of Shanghai.

On September 13th, at Shanghai, ALFRED E.  
C. LEAGON, Engineer Commander, R.N., to JESSIE  
RAINE THOMPSON of Bedford, England.

HONGKONG OFFICE: 10A, DES VŒUX ROAD,  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1906.

JAPAN having, contrary to the prophecies of her ill-wishers and to the natural fears of reputable traders, opened Tairon to foreign trade as a free port, we would like to be able to say that everything is now in favour of foreign trade, especially British, having a fair field in the Far East. We fear, however, that British commerce will still find legitimate cause of complaint.

With regard to British trade in Korea, and its chances as indicated by one of our correspondents, we are naturally disappointed but cannot feel surprise. We looked upon Korea as a lost market immediately upon the recognition of Japan's protectorate, and considered it prudent to prepare our readers for a state of things that appeared inevitable. Whether there is anything yet to be done politically, or whether it would be a case of crying over spilt milk, we do not see how any man can say. This "open door" policy is not such a fine thing as its name would promise; it is bound to breed dissatisfaction; and in the case of Korea this is more than ever likely. We may add that we have every confidence in the ability of our correspondent to form a true estimate of the position. In Manchuria Japan's position

is not so strong, and though her conduct at Tairon is, as the Times says, "a welcome earnest of the good faith of our allies, and of their readiness to act up to the professions with which they went to war," we are not optimistic enough to believe that in the race for Manchurian trade Japan can be said to "start from scratch." If it were only Japan who had to deal with, we might reasonably expect a satisfactory arrangement of the involved Customs question; but, as everybody knows, China is the chief factor of obstruction; and there are no signs at present of our enjoying the promised "equality of opportunity." The Chinese do not see why the trade of the world cannot wait until they have assured their political position as between Japan and Russia. Probably Russia's attitude in this three-cornered discussion of Peking is no more conducive to business-like expedition. The Times, which has the great advantage of being coached by Dr. Morrison in these matters, has recently taken up a view expressed long ago in this column, with regard to the Japanese merchandise which has been getting through into Manchuria all this while. Our contemporary says:

It is not the business of the Japanese army of occupation to look after the Chinese revenue, if the Chinese do not choose to take steps to look after it themselves. If foreign goods are landed in any considerable quantities at the same port, it would not be surprising should some of them, which have been consigned to the leased territory, and have thus enjoyed the privileges of the new free port, afterwards leak over into the Chinese possessions. China can prevent the danger of such leakage by giving Japan at Dabu the position in this respect which, to her own great advantage, she has given Germany at Kiaochow. Japan would then collect the Customs for her—and nobody can doubt that the collection would be efficient and pay the balance over to her, after deducting twenty per cent. for the cost of collection.

China, however, has been standing out for an arrangement more suitable to what she regards as her "prestige." The Customs staff must be Chinese, say the Wai-wu-pu, which is quite in keeping with the modern spirit as exhibited in various ways. Meanwhile, so far as foreign interests in Manchuria go, Russia has been getting even a bigger start than Japan did, owing to China's failure to set up Customs stations on the railway. Japan, accused of grabbing too much land at Autung, has offered China sufficient for a Customs station, but China is delaying—and losing revenue all the time—in the hope of retrieving more of that average. There is another involvement, thus referred to:

The entire problem of trade with Manchuria over the Korean frontier is at present complicated, as so many of those Manchurian questions are, by the past dealing of Russia with China. It seems that so far back as 1881 she extracted from China a privilege for the free transit of merchandise across a strip of the frontier—more than thirty miles wide. The Russian version of this astonishing agreement has not been published in the Far East, and no wonder; but the Chinese text has lately been issued by a learned society in Tokyo. The practical interest of the matter is that Japan, by her treaty with China of December, 1905, is entitled to most-favoured-nation treatment for her trade over this frontier. She would, therefore, seem that, as a matter of strict law, she has the right, as between herself and China, to pour her goods into Manchuria by this route duty free.

Evidently there is now a disposition to admit that Japan is not so bold as she has been painted, and the Times is even assured that Japan is not seeking for any exclusive favours for herself. "They happen to be first on the ground, and, not unnaturally, they are making the most of their temporary opportunities." Reasonable as that may be, it does not soften the fact that British and American merchants and shippers are feeling at a great disadvantage compared with Russia and Japan.

The Volunteer Camp will be held at Stonecutters Island from October 13th to the 29th.

H.E. Chou Fu, the new Viceroy, is not expected to arrive at Canton before the end of October.

Major R. H. Davies, Oxfordshire Light Infantry, has been appointed Deputy Assistant Adjutant-General, North China.

Our Macao correspondent says that a telegram has been received appointing Captain Damiao de Menezes Colonial Secretary of Macao.

During the week Hongkong and Whampoa Dock Company's shares have gone up from \$133 sellers to \$155 buyers.

A Meeting of the Committee of the Hongkong Typhoon Relief Fund will be held this (Saturday) afternoon at 2.30 o'clock at the office of The Hon. Sir Paul Chater, C.M.G.

In left Half No. 2 Coy. H.K.V.C. the following promotions have been made; Corp. McKirdy to sergeant; Bombs. Kinnaird and Crosbie to corporal; and Gunners F. M. White and J. Quinn to bombardier.

It has been decided to repeat early next January the experiment made last January of holding at the Staff College a short course of lectures and practical instruction for senior officers holding staff appointments.

The Governor of Honan has memorialized Peking complaining that the stones sunk to buttress the pillars of the Yellow River bridge are likely to divert the course of the river.

Majors L. J. Dopping-Hepenstal, G. D. Close, and F. L. Lloyd, Royal Engineers; R. Davies, Army Service Corps; C. H. Corbett, 18th Hussars; and H. L. Croker, Leicestershire Regiment, have passed the examination in tactical fitness for command.

M. Beau, Governor-General of Indo-China, who arrived at Marseilles on Aug. 22nd, said that the chief object of his journey home was to discuss the loan for the construction of a system of irrigation canals. As financial reasons required the reduction of the Army of occupation it was necessary, M. Beau said, to conciliate the natives. He had begun by increasing the salaries of the Mandarins and by making openings for Annamites in the Public Services.

A series of inflammatory articles have appeared in the "Japanese Chronicle" at Honolulu to the effect that there is a feeling prevalent among the Japanese residents that they are held in contempt by the dominant white element of the country. The "Chronicle" says: "When these oppressions and insults reach the utmost point there will be a collision between the two races which may disturb the peace between Japan and the United States. The paper says: "If Japan ever has difficulties with the United States, Hawaii will be the cause."

Baron Komura, in conversation with a representative of Hunter's Agency on arrival at Euston Station last month, said: "My chief mission in Great Britain is to strengthen and render more firm, if possible, the strong tie already uniting Great Britain and Japan. That will be the chief object of my stay in Great Britain—indeed, the only one—as I am charged with no special mission or duty." His Excellency, who appeared greatly to have enjoyed his journey, drew attention to the fact that his welcome to British soil had occurred the moment he stepped on board the steamer. "My journey since then," he added, "has been entirely on British soil."

Towards the end of last month a Manchester correspondent wrote: During the past few days or so a great drop has taken place in raw American cotton in Liverpool, owing chiefly to brilliant reports of the growing crop in the States. The crop is doing so well that the "bulls" are disheartened and the "bears" are triumphant. We are not "out of the wood" by any means, for the stock in this country is getting very small, indeed. Spinners are looking forward to the new cotton being delivered early in the year. Last week much better reports of the Egyptian cotton crop came to hand. It looks as if the yield would now be larger than last season. The holiday season in Lancashire is now in full swing. Next Saturday the great Oldham stoppage will take place, the spindles there being idle for a full week.

That Germany is really in earnest with regard to building battleships of a larger displacement than any built hitherto by any foreign Power is seen in the great activity that is taking place at Kiel with regard to increasing the local shipbuilding capabilities. Thus, both the Imperial Yard and the Germanic Yard have been engaged for some time past working at full pressure and at a huge outlay to prepare a shipway big enough to enable an immense warship to be laid down. The Krupp Yard will have completed these extension works in October, so that a warship can be laid down in November. Both the shipways referred to are to be capable of taking warships of even 24,000 tons. It is rumoured that the first armoured cruiser of the new type—the large cruiser "E." and also one battleship of the new type, "Ersatz Sachsen," are to be built at Kiel.

By kind permission of Lieut.-Col. A. G. Fifton, D.S.O., and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play the following programme of music during dinner at the Hongkong Hotel this (Saturday) evening:—

March ..... "Viscount Nelson," "Zebulon," "Overture," "Haydn," "Auber Selection from "The Orchid," "Carry Value," "Casanova," "Lambert Intermezzo," "Salomé," "Lorraine Song (Coronet Solo) - For All Eternity," "Mascherone Selection of songs— "Irish Melodies," "..... E. Godfrey

Dinner Menu.—Bœuf D'oeuvre—Macau Fish and Olive Creations, Soups—Clear Windsor Fish—Stewed Fish and Tomato Sause—Entrees—Lamb Cutlets and Mashed Potatoes, Braised Fillet of Beef and Madeira Sauces, Mongols Pattice, Curry—Mahy, Joints, &c.—Roast Sirloin of Beef and Yorkshire Pudding, Roast Capon and Bread Sauce, Boiled Bacon and Spinach, Cold Corned Ox Tongue and Plain Salad, Sweets—Rice Pudding, Noyan Ice Cream and Finger Cakes, Tippy Cake, Dessert—Coffee—Fruits.

There is an ominous ring in the statement made by a gentleman living at Wimbledon. Writing to the papers about the reputed appearance of mosquitoes at Clayton and Stanmore Hill, he says that these nefarious insects have also visited his own more select suburb, and his dealings with them have been quite as painful as earlier experiences on the rawadhi.

The mosquito that infests the great river highway of Burma is a fearsome beast. It is related, though not on good authority, that in the second Burmese war British soldiers, rather than face him, jumped off the transports into the river and were drowned. But the stories told of the mosquito by Eastern travellers, beginning with Ferdinand Mendez Pinto, are often misleading. The imagination of a young Scotch lady—Sir Henry Yule relates this anecdote—was so wrought upon by what she heard from fellow passengers on the voyage out that, on meeting an elephant for the first time, she exclaimed, "Will you be what's called a muskeeta?"

It has been decided to repeat early next January the experiment made last January of holding at the Staff College a short course of lectures and practical instruction for senior officers holding staff appointments.

The 3rd Middlesex Regiment, stationed at Middlebury, Transvaal, has been ordered to leave South Africa for Hongkong and North China, being relieved by the 1st Yorkshire Light Infantry from Gibraltar.

Count Borbora, who was Grand Master of Ceremonies in the time of Napoleon III, and who has just died at Monte Carlo, has left, says a Dalziel telegram, a sum of £200,400,000 to Peter's Pence.

The Singapore Free Press understands that the main recommendations of the Defence Commission—now in Hongkong—will be, generally, in the form of modernizing the armament in the Singapore defences. This will mean, by the adoption of the latest types of guns, a much higher rate of fire, and a corresponding reduction in the strength of the artillery personnel in the battery. This will mean the supply of the latest 9.2 inch and 6-inch type guns for the Singapore defences.

The "OPEN DOOR" IN KOREA.

MORE BRITISH COMPLAINTS AGAINST JAPAN.

A well-known Chinaman who has been making personal investigations with regard to the political and commercial situation in Korea, got back to China this week.

Following is an extract from a private note addressed to this office:

"The state of affairs all through Korea I found even worse than I had anticipated, every attempt being made by direct as well as underhand means to extinguish foreign and especially British trade with the entire Peninsula."

HONGKONG CRICKET CLUB.

The match "Probables v. Possibles," postponed from Saturday, the 15th instant, will be played to-day commencing at 2 p.m. sharp.

PROBABLES.	Possibles.
Mr. H. Hancock,	Mr. G. E. Morell,
Mr. W. C. D. Turner,	Mr. T. Sercombe,
Mr. G. E. Pearce,	Smith,
Mr. H. W. Woodward,	Mr. E. A. Fowler,
Mr. C. H. Mackay,	Mr. Walter Daniel,
Mr. H. E. Slanger,	Mr. R. A. Ponsonby,
Leathes, J.M.S.	Mr. W. J. Daniel,
Mr. W. A. Powell,	Mr. W. Peak,
Mr. R. E. O. Bird,	Lt. Hope, R.A.
Mr. W. E. Dixon,	Lt. Graham, R.W.K.
Capt. H. W. Smith, R.A.	Br. Kerrick, R.G.A.
Lt. Lucy, R.A.	A. N. Other.

CORRESPONDENCE.

BAROMETRIC VARIATIONS.

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 21st September, 1906.

DEAR SIR.—Enclosed I beg to hand you tabulated barometrical readings from 15th to 18th September, 1906, taken from the China Coast Meteorological Register, this with reference to the recent catastrophe.

While comparing the glass readings of each day, and forsooth readings with those of afternoon, I found to my surprise an abnormal amplitude of daily oscillation only in Hongkong Station of 0.21 of an inch on Sunday, the 16th September, 1906, while Gap Rock was the same as previous day. I chose Gap Rock on purpose on account of its proximity and direction and as the only station which could show anything wrong approaching this Colony from afar. Unfortunately, there is no report of how Gap Rock has fared during the hurricane, although I had reports from Macao stating as very mild. I cannot find out exactly what is the normal amplitude of daily oscillation for this place and this time of the year, but from my experience whenever it is more than 0.10 of an inch, there follows an advice of a depression somewhere, either from Manila or from our Observatory. As the experts diverge on the possibility of foretelling the approach or the formation of the disastrous cyclone on Tuesday last, I wish to know if anyone can tell if there is any connection between the abnormal daily oscillation on the 16th September with the cyclone on Tuesday, 18th instant.—Yours faithfully,

MERC. HONGKONG.

Sept. 15th	29.91	29.82	.09
Sun. 16th	29.95	29.74	.08
Mon. 17th	29.80	29.74	.12
Tues. 18th	29.28	29.38	the cyclone

GAP ROCK.

Barom. a.m.	Barom. p.m.	Ampit. daily oscill.
Sat. 28th	29.88	.09
Sun. 29th	29.85	.03
Mon. 30th	29.82	.03

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 20th at 3 p.m.—Signal lowered.

On the 21st at 12.30 p.m.—The barometer has risen in Hongkong and Formosa, and fallen over S. Japan and the Philippines.

The typhoon probably reached the coast last night in the neighbourhood of Hainan.

This morning there are indications of a new depression to the S.E. of Luzon.

Pressure is highest over E. Japan.

Gradientes are slight over the China coast except in the West.

Telegraphic communication between the Observatory and Hongkong continues interrupted.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.18 inches.

The forecast for the 24 hours ending at noon to-day is as

## THE TYPHOON.

GRUESOME SCENES.

The feelings of awe occasioned by the terrible disaster of Tuesday still hang over the community and the profound impression then created has to some extent been deepened by the gruesome scenes that are hourly witnessed along the shore on both sides. Bodies, ghastly by reason of mutilation, are being constantly picked up and carried to the mortuaries, where after being photographed and some little interval allowed for friends to claim, they are prepared for interment. The confining of the corpses is a horrible operation, but the ordeal, trying as it is, is bravely gone through by both police and sanitary officials. Both are working well together. Their duties are not lessened by the coolies refusing to work in the cemeteries and though higher remuneration is offered the men will not undertake the work. The unclaimed bodies of Chinese are not put in separate graves but interred in trenches. Besides this there are many private burials and the scenes on the way to the native cemeteries are as pitiful as they are interesting. Yesterday afternoon the funeral of Captain Maxfield took place, the remains being followed by a number of mourners to the Happy Valley.

The total of lives reported lost and junks and cargo boats reported missing continues to increase daily, but officials are overwhelmed with work so that it is not possible to obtain information as yet. Yau-mui reports 60 lives lost, Shokotschui 40, and Wan-chai a much greater number.

Even yet it is difficult to give anything like an approximate estimate of the damage done to property. Those competent to judge express the opinion that a million pounds will not cover the loss. Certainly it is enormous and cannot be gauged for some time. Of the smaller craft some 2,000 must have disappeared, and as many of these were cargo boats and lighters, it will be understood how the shipping has been crippled.

A morbid curiosity attracts many people to the places where the bodies are recovered in greatest numbers, but the horrors of the scene are too terrible to depict, while the stench is overpowering. Another saddening spectacle is the dust cart, piled with coffins, leaving the mortuaries, while on the Praya are to be seen a few weeping women who point to the sea and utter the most heart-rending sounds.

## THE MISSING FAMILY.

Great regret has been expressed at the untimely death which Mr. W. F. Donaldson, his wife, and two children have met. As is well known, Mr. Donaldson was one of the assistants of Messrs. Butterfield and Swire. Though of a very retiring disposition he had a most interesting, not to say adventurous career, and in the office he was a general favourite. Mrs. Donaldson was also well known as a teacher of dancing.

Some details of the fate of the family have now come to hand. Two of the natives on board the *Kongkong*, who escaped, report that while the seas washed away the deck-cabins, Mr. Donaldson snatched up the baby and attempted to rush for a place of shelter but before he had proceeded many yards another wave carried him into the sea. He was not seen after that. Mrs. Donaldson, with the four year old boy, and two Chinese women on board huddled together, but the boat lurched and they were all washed into the sea. Sad as it is, it is interesting to note that when Mrs. Donaldson was faced with danger on the sea not long ago she expressed the wish that if they had to go that they should all go together.

Mr. Donaldson's brother from Canton only learned of the fate of the family through the newspapers. The deceased were both natives of the West of Scotland, their parents living in Glasgow.

## EXPERIENCES ON THE PEAK TRAMWAY.

The Superintendent of the Peak Tramway writes:

Until the typhoon had been raging for more than an hour I did not realize that such terrible havoc was being wrought by the violence of the wind. At the Peak Station, with the exception of two very strong gusts of wind, there was nothing to alarm me. The trains ran regularly from 7.00 till 10.00 a.m., during part of which time I was doing the usual writing and filling in the daily forms for the head office, to which place I was just preparing to go, when one of the brakemen informed me in a manner and tone, that left no doubt in me, that there was danger in running the cars any longer. He reported that trees were being uprooted about the hills, and thrown, along with small boulders on the track, which necessitated the cars having to be stopped at various places until the obstructions were removed. At other parts the cars were oscillating with the force of the wind to such an extent as to cause the greatest alarm. At this stage some of the trees being whirled through the air came in contact with the small private telephone wires and broke them. These got foul of the signal wires and forming a circuit began to give false signals. The false signals and the fact that obstructions were on the line were the only evidence that there was danger in running the cars. The force of the wind on the Peak where I was situated, with the exception of the two said gusts, was not, I can say with certainty, so great as to cause any unseasiness.

Before eleven o'clock I started on my way down the track accompanied by some of the coolie staff to clear away the obstructions. When I had traversed a third of the distance from the top station I then began to realize the force of the wind. It became necessary, when crossing the bridges that span the chasmus

and gorges, down which water was rushing in tremendous volume and thundering noise, along the way, to creep along and hold on to the rails. I thought I would have been deserted by my followers, but they stuck bravely by me. At a part of the way, just above Bowen Road, where a new bridge is being constructed over the line, a landslip had occurred, and covered part of the track. A stream of water was flowing near by. I had this directed towards the loose earth, which then melted away down the side of the track. By the time I got to the bottom it was half past eleven o'clock. The telephone wires were repaired by noon, when the service was again started, and has continued since without stopping schedule time.

## FURTHER SEARCH FOR THE BISHOP.

The friends of the late Bishop Horne are continually running ashoreward with their cargoes of dead, the number of corpses floating on the water does not appear to diminish. On Thursday forty-nine bodies were landed, and the police estimate that there are over 100 to remove from Stonecutters Island, while at Lai-chi-kung there are another 20 or 30 which as far as they have been able to get at. It is supposed that another 20 bodies will be recovered when the wreckage is removed from the police basin.

## YESTERDAY'S ARRIVALS.

There arrived from Singapore yesterday the Japanese steamer "Totomo Maru" and the French steamer "Amiral Hamlin." Both vessels report having experienced exceptionally rough weather, and from the davits of each a life-boat was torn by seas which broke over them. When about fifty miles S. S. W. of Gap Rock the foretopsail of the "Totomo" was also carried away. The "Pindari" experienced very rough weather on her voyage from Shanghai, but arrived in port unscathed. So also did the Douglas steamer "Haitun."

## TYPHOON AT WOODROW.

The "Liu Tan" arrived here yesterday from Wuchow, and one of her officers informed our representative that the storm struck that port on Monday evening, tearing down masts and capsizing sampans. So far as could be ascertained, however, there was no loss of life. When steaming behind Stonecutters yesterday, these on board the "Liu Tan" counted forty-eight dead bodies, which were floating past.

The "Wakamatsu Maru" from Moji, which also arrived yesterday, observed about 100 coracles floating about at the harbour entrance.

## MORE LAUNCHES LOST.

The passenger launch "Ying Fat," which used to travel between Sam Chau and Hong-kong founded near Capesum, and over 100 passengers were drowned. Three other passenger launches are also reported missing, but no lives were lost. The police launch No. 3, on which were P.S. Boultbee and P.C. Berry, has not yet been heard of.

## AGAARD THORESEN'S CRAFT.

Messrs. Agaard Thoresen and Company's vessel came through the storm with very light mishaps.

## THE STEAMER "FRI".

The steamer "Fri," which was lying off Stonecutters secured by three anchors, was run into by an unknown vessel. As a result of the collision the "Fri's" port side mizzenmast was smashed in, and the bridge and deck houses mizzenmast destroyed. The other vessel had already lost her bows in a collision with the "I. E. Chapman," and when she parted from the "Fri" she left her bowsprit and figure head aboard that vessel. The damage done to the "Fri" is estimated at between \$10,000 and \$15,000.

The "Skald" was lying off West Point with two anchors out when the storm struck her. Shortly afterwards one of the anchor chains gave way and it was thought the anchor was lost, but after the storm when the other was pulled up, the missing anchor was found attached to it. The "Skald" touched bottom once, but immediately got off, and has no apparent damage being quite tight.

The Report and Balance Sheet were taken as read and adopted.

The following officers were elected for the ensuing year.—(Captain) Mr. H. T. Jackman; (Secretary) Mr. E. W. Dawson; (Treasurer) Mr. J. A. Wheat; (Vice-Captain) Mr. F. Biden; Captain "Hi" Team Mr. H. W. Kelley Committee, Messrs. P. T. Lamble, P. R. Adams, W. Parkinson, E. Stedman, L. E. Brett, M. McIver, G. Hoggarth and W. Gast; Seconr, Mr. S. Badcock; Umpire Mr. W. H. El Smith. The Captain was elected to represent the Club on the League Committee.

It was decided to hold a general meeting a month hence to consider the advisability of amending the club rules.

A hearty vote of thanks was accorded Messrs. L. E. Brett and A. Carter, the secretary and treasurer for last year, for the able manner in which they had carried out their respective duties, and the meeting closed with a vote of thanks to the chair, carried with acclamation.

## THE "MANNING CLAUSE."

Mr. Clark Russell has raised in the *Standard* the interesting question of renewing that provision in the old Navigation Acts as they existed before the Free Trade legislation of 1842, 1846, and 1849, which required that there should be a predominance of British sailors employed on every ship flying the British flag. It is unquestionable, remarks the *Standard*, that "the native sailor is decaying," and that the employment of so many foreigners in the British Mercantile Marine is a serious menace to the nation's security. But the first question to settle before Mr. Clark Russell's tentative proposal can become a matter of practical politics is a question of fact. Is there a sufficient number of British seafarers able and willing to take the place of the foreigners now employed? If it be true that hundreds of British sailors and seafarers assemble at the shipping offices in the vain hope of obtaining employment as sailors, then there is reasonable prospect that a new "Manning Clause" would not impose upon shipowners an obligation to do what is impossible. But whatever the number of unemployed seafarers, it cannot equal the number of foreign seafarers now employed on British ships, so that a new Navigation Act which contained a "Manning Clause" would have to be accompanied by some form of encouragement for the training of British seafarers.

## DOCTOR'S GENUINE SYMPATHY.

Among the gallant band who have laboured to alleviate suffering and rescue the perishing there was not a mere willing worker than Dr. Forsyth. Carrying his case of surgical instruments, he called at the Tsing-tao Police Station, saw Inspector Lougley and professed his services which, needless to say, were gratefully accepted. The doctor was placed aboard a boat, and travelling round the Kowloon foreshore pulled out of the water and restored many people who appeared to be drowned. The wounds of others he also dressed, and took the first opportunity of sending them to hospital.

## RESCUED FROM WRECKAGE.

In their trips along the foreshores the water police have rescued 120 Chinese who were found clinging to wreckage. Many of them were

entirely exhausted and had to be removed to hospital.

## THE INCREASING DEATH ROLL.

Although police launches and other craft are continually running ashoreward with their cargoes of dead, the number of corpses floating on the water does not appear to diminish. On Thursday forty-nine bodies were landed, and the police estimate that there are over 100 to remove from Stonecutters Island, while at Lai-chi-kung there are another 20 or 30 which as far as they have been able to get at. It is supposed that another 20 bodies will be recovered when the wreckage is removed from the police basin.

Yesterday the Baluchi regiment and 300 of the Royal West Kent continued the work of turning over the wreckage along the Kowloon shore to recover the dead.

Constable Mundy was yesterday so overcome from the smell exuding from dead bodies that he had to be removed to hospital.

## DEATHS AND BOATS DESTROYED.

To date the official record of lives lost and junks and sampans destroyed in the various districts is as under:

Bodies recovered	Junks, etc.	Destroyed
Central	222	31
Wanchai	120	383
Shau-ki-wan	47	64
West Point	54	124
Yau-nan-fu	169	418
Hung-hom	46	25
Aberdeen	60	7
Total	1,088	1,652

## REFLOATING OPERATIONS.

The Emma Lukyan has been refloated and it is expected that the Signal will be refloated. The pumping operations on the Chinkai Maru have not been so successful.

## TAKING ADVANTAGE.

While a large number of the Chinese community is giving whole heartedly for the relief of suffering compatriots, there is another section whose motto apparently is to "make hay while the sun shines." Numerous owners of launches and cargo boats which were not damaged in the storm, are asking exorbitant prices for the hire of their craft. In one instance the police had to pay \$10 for the use of a launch for a day, and then they had to accept responsibility for the safety of the launch.

Coolies, too, are making money, probably faster than they ever did before. Gangs of them are required to help remove the dead, and those at Kowloon have refused to work under \$3 a day.

## EFFECTS AT CANTON.

The Canton Daily News informs us that the steamer "Loongsahn," for Macao, had to put back to Canton yesterday; that the only arrivals from Hongkong were the "Hankow," the "Paul Beau" and the "Yingking"; that out-going cargo is being delayed for want of boats, and that Mr. Consul-General Mansfield had opened a subscription for the Hongkong sufferers.

## ANOTHER TYPHOON WARNING.

The American Consul has received the following:—Manila Observatory, 10 o'clock a.m. September 21st. New Cyclone in the Pacific, East of North Visayas.

## CIVIL SERVICE CRICKET CLUB.

The annual general meeting of this Club was held at the Club's matchless yesterday evening, at 6 o'clock. The Hon. W. Chatham presided over a well attended meeting.

In his opening remarks the chairman congratulated the Club on its financial position considering the increased rate of the dollar and on its membership list which showed an increase of seventeen for the year; he also said the members were very lucky to have a roof over their heads, the damage done to the mizzen during the storm which had caused so much destruction elsewhere being very small.

The Report and Balance Sheet were taken as read and adopted.

The following officers were elected for the ensuing year.—(Captain) Mr. H. T. Jackman; (Secretary) Mr. E. W. Dawson; (Treasurer) Mr. J. A. Wheat; (Vice-Captain) Mr. F. Biden; Captain "Hi" Team Mr. H. W. Kelley Committee, Messrs. P. T. Lamble, P. R. Adams, W. Parkinson, E. Stedman, L. E. Brett, M. McIver, G. Hoggarth and W. Gast; Seconr, Mr. S. Badcock; Umpire Mr. W. H. El Smith. The Captain was elected to represent the Club on the League Committee.

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## THE YOKOHAMA SPECIE BANK, LIMITED.

The 53rd report to the shareholders, presented on Sept. 10th, says:

The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 30th, 1906.

The Gross Profit of the Bank for the past Half-year, including £97,115 brought forward from last Accounts, amount to £12,149,833 of which £9,765,925 have been deducted for Current Expenses, Interest, &c., leaving a balance of £3,363,908.

The Directors now propose that £4,000 be added to the Reserve Fund, and £1,000,000 be appropriated to the Special Reserve Fund. From the remainder the Directors recommend a dividend at the rate of twelve per cent., per annum, which will absorb £720,000 on old shares and £450,000 on new shares, making a total of £1,170,000.

The balance, £793,908 will be carried forward to the credit of next account.

YURI YAMAKAWA,  
Chairman.

BALANCE SHEET,  
30th June 1906.

LIABILITIES. Yen.

Capital paid up  
Reserve Funds..... 21,000,000.000

Reserve for Doubtful Debts..... 12,300,000.000

Reserve for Depreciation of Bank's  
Premises, Properties, Furniture,  
etc., etc..... 89,335,600

Deposits (Current, Fixed, etc.)..... 202,443,769

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supplies limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Letters.

P.T.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## BEST TYPHOON PICTURES

## "THE ISLAND"

WEEKLY ILLUSTRATED PAPER.

20 CENTS, CASH.

9A DUDDELL STREET.

ORDER AT ONCE.

Hongkong, 22nd September, 1906. [1768]

## PUBLIC AUCTION.

AT my SALES ROOM, No. 8A, Queen's Road Central,

TO-DAY (SATURDAY),

the 22nd instant, at 2.30 p.m.

HOUSEHOLD FURNITURE

Comprising:-

BEVELLED GLASS WARDROBES, MARBLE TOP DRESSING TABLES, OVERMANTELLES, SIDE BOARDS, TABLES, DESKS, DOUBLE AND SINGLE BEDSTEADS, &amp;c. &amp;c.

And

One Lot of ROLLED GOLD JEWELERY, EARRINGS, BRACELETS, &amp;c. Also

One Lot of MISCELLANEOUS GOODS.

TERMS.—As usual.

C. DE M. C. VIEIRA-BIBEIRO,

Anteater.

Hongkong, 22nd September, 1906. [1774]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of

the Letting by Public Auction Sale, to be held on MONDAY, the 24th day of Sept., 1906, at 3 p.m. at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of Crown Land, at Bowen Road, in the Colony of Hongkong, for a term of 21 years. [1775]

## PARTICULARS OF THE LOT.

Section No.	Lot No.	Boundary Measurements.	Frontage in Feet.	Depth in Feet.	Annual Rent.	First Premium.
Section No.	Lot No.	Frontage in Feet.	Depth in Feet.	Annual Rent.	First Premium.	
1	1	100' x 33'	135' x 111' 10"	24' x 33'	100' x 33'	100' x 33'
2	2	100' x 33'	135' x 111' 10"	24' x 33'	100' x 33'	100' x 33'
3	3	100' x 33'	135' x 111' 10"	24' x 33'	100' x 33'	100' x 33'

## BROOKLE BANK LINE TO THE FAR EAST.

## NOTICE TO CONSIGNEES.

## FROM YOKOHAMA AND KOBE,

## THE Steamship

## "PINDARI"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before NOON on the 25th Sept., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th Sept. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 21st September, 1906. [1765]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

## FROM MIDDLESBOROUGH, ANWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

## "SANUKI MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TODAY.

Goods not cleared before the 28th September will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 1st October, or Claim in connection therewith will not be recognised.

No Fire Insurance has been effected.

## NIPPON YUSEN KAISHA,

Agents.

Hongkong, 21st September, 1906. [1766]

## THE PUBLIC HEALTH &amp; BUILDINGS ORDINANCE COMMISSION.

## THE HONGKONG WEEKLY PRESS and CHINA AND OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles:-

An Historical Preface.

Trade Depression and Confidence.

The Typhoon.

Chinese Opposition.

A Matter of Description.

The Typhoon.

Hongkong Legislative Council.

Hongkong Sanitary Board.

S.S. "Mongo" is Astrea.

The Boxer Outbreak in North Shensi.

Extraordinary Murder.

Supreme Court.

Interport Cricket.

Correspondence.

H.M.S. "Terrible's" Mission.

Japanese Shipping Trust.

Viceroy Ship and His Successor.

The Hongkong Football Club.

Civil Service Cricket Club.

Kunming (Amy) Municipal Council.

A Trespass Ordinance Wanted.

Yellow Fever.

Sorry to Lose Viceroy Ship.

Arts and Crafts Exhibition.

Review.

Troops to Canton.

The Shanghai Oil Co., Ltd.

Kiangsu Concessions, Ltd.

Commercial.

Shipping.

Extra copies 20 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.

Subscription \$12 per Annum, payable in advance; postage \$2.

Hongkong, 22nd September, 1906. [1777]

All bearings given are Magnetic.

T. J. ELDREDGE,

Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 15th September, 1906. [1773]

## NEW ADVERTISEMENT

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOOCHEW.

## THE Company's Steamship

## "HAITAN."

Captain J. S. Ross, will be despatched for the above Ports on MONDAY, the 24th inst., at 2 P.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK &amp; CO., General Managers.

Hongkong, 21st September, 1906. [1764]

## INTIMATIONS

## HONGKONG ST. ANDREW'S SOCIETY.

## THE ANNUAL GENERAL MEETING

of the above Society will be held in the CITY HALL, on FRIDAY, 28th inst., at 5.30 p.m.

W. ARMSTRONG,

Hon. Secretary.

Hongkong, 21st September, 1906. [1769]

## HONGKONG CLUB.

## NOTICE

## THE TENTH DRAWING OF SIXTY-FIVE PENCE DEBENTURES of the HONGKONG CLUB (\$100 each), was held in the HONGKONG CLUB HOUSE, on THURSDAY, the 20th instant, when the following DEBENTURES were DRAWN for Redemption:

64 528 775 1053 1589

57 516 784 1102 1602

110 562 867 1111 1701

149 634 879 1126 1702

255 636 923 1257 1807

308 644 947 1261 1879

344 661 948 1294 1885

383 687 967 1295 1886

42 689 972 1303 1900

446 701 1013 1439 1945

470 708 1014 1457 1951

488 712 1037 1544 1988

437 736 1055 1554 1989

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 29th day of September, 1906, in exchange for surrender of same.

By Order,

A. O'D. GOURDIN,

Acting Secretary.

Hongkong, 21st September, 1906. [1762]

## HONGKONG CRICKET CLUB.

## THE ANNUAL GENERAL MEETING

of the MEMBERS of the above Club will be held in the Pavilion on WEDNESDAY, the 26th instant, at 5.30 p.m.

By Order of the Committee,

A. R. LOWE,

Secretary and Treasurer.

Hongkong, 19th September, 1906. [1745]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 29th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAPRAIK &amp; CO., General Managers.

Hongkong, 18th September, 1906. [1740]

## TENDERS

## TENDERS are invited for the SUPPLY

to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for One Year from 12th October, 1906, viz:-

TEAK

Bank, Thickstuff,

CAMPHOR WOOD

HARDWOODS

Oregon Spars.

Form of Tender, and information in regard to the Conditions of Contract, &amp;c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD.

To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of Material during the Twelve Months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The Unders, which will be sealed and addressed to the COMMODORE, H.M. Naval Yard, Hongkong, 19th September, 1906. [1746]

NO. 1 &amp; 2, BEACONSFIELD ARCADE, facing the Parade Ground.

ROOMS on 1st and Top Floors, BEACONSFIELD ARCADE (Chap. Rentals).

No. 57, PHRAYA GRANDE, Macao.

FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Callebeck, MacGregor).

2ND FLOOR in Central position, containing Four Large Rooms, Attic-room and Lavatory, with use of Electric Light.

HOUSES on the ROBIN

## THE WORLD'S GREATEST TENOR



## Gives a hint to tired people—

A letter has reached us from Signor Caruso, from which it is plain that the great tenor feels that man, not without its anxieties. Of course his chief concern is the care of his remarkable voice, and there is a story told that when the San Francisco earthquake happened, he ran from his hotel in a sleeping suit, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people, with an artist or semi-artist temperament are most susceptible to nervous shock or nerve weariness, and Signor Caruso says in the letter referred to, that he found the most effective remedy for his tired nerves was a dose of Phosferine. The most tired people usually make the greatest demands on their Nerve Power, and it is evident that Signor Caruso found the restorative properties of Phosferine so beneficial that he feels constrained to caution the testimony ofnumerable correspondents in every rank of life.

## Which he has proved reliable.

Signor ENRICO CARUSO writes: "Ho provato la Phosferine preparata dal Signor Ashton & Parsons che mi ha trovato molto efficacissima per le mie stanchezze. Con affetto e saluto, ENRICO CARUSO."

*Caruso*—"I have tried the Phosferine of Messrs. Ashton & Parsons and have found it most efficacious when I am tired. With my best salutations, Enrico Caruso," July 3, 1906.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR  
Backache      Sleeplessness      Influenza  
Neuralgia      Brain Fag      Indigestion  
Rheumatism      Tiredness Decay      Faintness  
and all disorders consequent upon a reduced state of the nervous system

## The Remedy of Kings

To the Royal Family, H.H. the Emperor of Russia, H.M. the King of Greece, H.M. the Queen of Roumania, H.R.H. the Dauphin of France, H.H. the Grand Duchess Olga of Russia, and the Prince of Wales, a Royal Patron throughout the world.

Proprietary Ashton & Parsons 17, Finsbury Lane, London, England, and Great Britain, India, Australia, New Zealand, Canada, America, &c. The 23d size contains nearly four times the 11th size.



## Lea and Perrins' Sauce.



By Royal Warrant  
to  
His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

## ANGLO-JAPANESE BANK (LIMITED).

The statutory meeting was held on August 17th in London, Sir Westby Perceval presiding. The Chairman stated that applications were received from the public for 60,000 out of 100,000 shares, of £10 each, for which subscription was invited, and these had been duly allotted to 1,138 subscribers. Having regard to the unpropitious condition of the Money Market when the issue was made, this might be regarded as not an unfavourable result. On these shares £2 10s. had been paid, and a further sum of £2 10s. per share was proposed to be called up at an early date. Although suggestions had already been made to the board with a view to placing the balance, they had thought it better to wait before doing so, as it might be deemed desirable to place more of the shares in Japan. The question was of no pressing moment, as financial arrangements had been concluded in London, which would enable them to transact all the business likely to be undertaken during the early stages of the bank. Dealing with the work of organization, on which the board had been engaged, he stated that Mr. Ross Taylor had been appointed general manager for Japan, and that the post of manager in London had been filled by Mr. J. H. Skinner, who had been engaged in banking both in the East and in London for many years. The local adviser and legal directors in Japan had also been appointed. For the position of advisor they had seen fit to retain Mr. Shibusawa, who held among other offices that of president of the first bank in Japan, while the members of the local board were Kihachiro Okura (senior partner of Messrs. Okura and Co.) and auditor of the Industrial Bank of Japan) and also Seishiro Asano (president of the Oriental Mail Steamship Company in Japan). It might be found desirable to strengthen the local board by the addition of one or more English merchants of high standing. Although considerable importance would be attached to the advice of the local board, the directors fully recognized that the London board must remain the control, and the general manager in Japan would, therefore, be responsible to the London board for the whole of the business transacted in Japan. He regretted to state that Mr. J. Parker Smith had resigned his seat on the board, finding that his engagements in Scotland would prevent his regular attendance at the board meetings in London. He also mentioned that agencies and correspondents of the bank were already established on the Continent, in Australia, North and South America, Africa, and Egypt, as well as at the principal Eastern ports.

Certain statements had recently appeared in the London Press and in the official report of the British Consul, to the effect that the Japanese authorities intended to discourage foreign investments unless they were made through the medium of the Industrial Bank of Japan. From inquiries that the board had made, there seemed to be little ground for this statement, which appeared to have taken its origin from a misunderstanding of certain remarks made by the Minister of Finance to a conference of Prefects, at which he advised municipal and local bodies intending to borrow, to consult the Industrial Bank. As a matter of fact, the municipal bodies in Japan did not seem to have regarded the advice as mandatory as this bank had recently been approached by a municipal body in Japan with reference to a financial transaction of some magnitude. A further proof of the small importance given to these statements in Japan was the fact that they were made, he believed, just prior to the issue of this bank's prospectus in London, and as was known, influential people in Japan applied for a substantial line of shares, thus showing that they did not consider that the prospects of the bank were prejudiced. A valuable testimony to the undue importance given to the advice of the Minister referred to might be found in the columns of the leading journal of Japan, the *Jiji Shinpo*, of May 21 last, which entered an emphatic protest against the construction placed upon the Minister's remarks, and the journal stated that the Finance Department, in reply to an inquiry, had authoritatively replied that the rumours of this interference were groundless. The sanguine expectations which were formed as to the prospects of the bank when the prospectus was issued had in no sense been minimized, and the directors were still confident that with the rapidly increasing commercial activity in Japan, sound and profitable business was to be done. Although it was expected that existing banking institutions would not cordially welcome the establishment of a new competitor, it was pleasing to be able to say that a desire had been expressed, in more than one quarter, that relations might be of a friendly character, and gratification had been expressed that the additional banking facilities which the growth of business in the East demanded should be supplied by an English, rather than a foreign, institution. Arrangements had already been made by which they had secured business which was to be brought to the bank so soon as they had opened their office in Japan, and their advisers in that country spoke a plainer of the bank being able to obtain from the commencement a fair share of the current business. As a matter of fact, everything pointed to their having no lack of business. Their efforts, apparently, would have to be applied more in the direction of siftin, than of seeking business. He felt assured that shareholders would not expect any detailed statement from him on that occasion as to the policy proposed to be pursued. One object would be to lay the basis of a sound and permanent business, which would grow stronger and spread wider as time went on, and to show clear of undertakings of a speculative character, which seemed to exist in the East to a greater extent even than they did here. The desire of the directors, and of the general manager, to take every legitimate opportunity of doing business, was tempered by a wise spirit of caution and a recognition of the fact that, with a new bank, more than usual care must be taken to avoid doubtful or risky business. Whether their progress were rapid or slow, the board and the responsible officers of the bank recognized the wisdom of not unduly forcing the pace, and making sure of their ground as they proceeded. In this, he felt sure, they had the support of the shareholders, even to the extent of the exercise of some degree of patience on their part, during the early stages of the bank's development.

Mr. Foley inquired if it were intended to issue debentures on the security of the uncalled capital. The Chairman replied that that matter had not been considered in any way at present. Mr. Foley asked if the board would give a guarantee not to do so. Articles 41 gave them the necessary powers. The Chairman repeated that the question had not arisen, and added that, although there were powers to issue debentures under the articles, it would be a very unusual course to adopt. The articles gave them power to do a great many other things which, he was sure, they would not do. In reply to a further inquiry, he stated that an application for an official quotation for the bank's shares was before the Committee of the Stock Exchange.

At an extraordinary general meeting, which followed, a resolution was passed, on the motion of the Chairman, seconded by Mr. J.

Macandrew, to the effect that the amount of £300,000, being £5 upon each of the 60,000 shares already issued, should not be capable of being called up except in the event of, and for the purpose of, the company being wound up.

## JOINT STOCK SHARES.

Messrs. Vernon & Son's say in their weekly share report, dated Hongkong, 21st September, 1906.—With the exception of Monday, which is always more or less a *dieu jour* in the market for the week under review has been completely disengaged by the disastrous typhoon which the colony has unfortunately been visited. There is very little business to report, and rates, on a balance, tend to weakness.

BANKS.—Hongkong and Shanghai have been placed in very small lots at \$800, the market closing quiet at that rate. Nationals remain unchanged and without business.

MARINE INSURANCES.—We have no business to report, but the tone of the market has been weak, owing to the losses sustained by the recent typhoon. It is not possible at present to estimate the total losses, or even to approximate them, but as far as one can judge they are said of so extensive a nature as was at first supposed.

FIRE INSURANCES.—The market has been totally neglected, and we have no business to report.

SHIPPING.—Indo-Chinas have continued to rule firm and in small demand at \$74; a few shares have changed hands at that, and at time of closing a small demand still exists. Hongkong, Canton and Macao, owing to the loss or damage to three of their steamers, have declined to \$25 without business, and it is difficult to give a reliable closing quotation, until such time as the losses sustained by the Company are known. Star Ferries are also weak from the same causes, and quotation must be taken as more or less nominal. Dunlaves remain on offer at \$47, without any business to report. Shells are in demand at 29¢, and it is possible that a higher rate would be paid. We have nothing else to report under this heading.

PETROLEUM.—China Sugars have ruled quiet with only small sales at \$158 per cask, and with sellers forward at somewhat less than an equivalent rate. Linens unchanged and without business.

MATING.—We have no changes or business to report.

DUCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Ducks, on the principle that "it is an ill wind that blows nowhere," that is entirely for local consumption, have improved considerably. In the early part of the week a few shares were obtainable at \$132, and could not be placed even at that. After the typhoon, however, with the consequent influx of work, and the improvement in prospects, the rate gradually rose, and sales were effected at \$133, \$140, \$141 and \$150, the market closing with buyers at \$155. Kowloon Wharves, on the other hand, have ruled weaker, and at time of closing shares are obtainable at \$97. We have heard of no sales. New Amye Docks remain unchanged and without business. Shanghai Docks continue steady to strong, and close in some demand at \$108-108½.

LANDS, HOUSES, AND BUILDINGS.—With the exception of small sales of West Points at \$81, and Humphreys at \$111, we have no business or changes to report under this heading.

COTTON MILLS.—Ewes have declined in Shanghai to \$16; further that this we have nothing to report under this heading.

MISCELLANEOUS.—China Provisions have been placed at \$96. Dairy Farms at \$17, Cements at \$22 and \$21, Electric at \$14, China Light and Powers at \$104, and Watsons at \$13. Langkaws are quoted at \$2373 ex dividend on the 15th instant. Powells have declined to \$10 without sales.

TODAY is the Day for enjoying a NEW CIGAR, the latest open

bring a

## YOUNG AMERICAN

or you will be imposed upon.

For Sale at all the  
principal

Cigar Dealers.

THE HOLLAND TRADING CO.

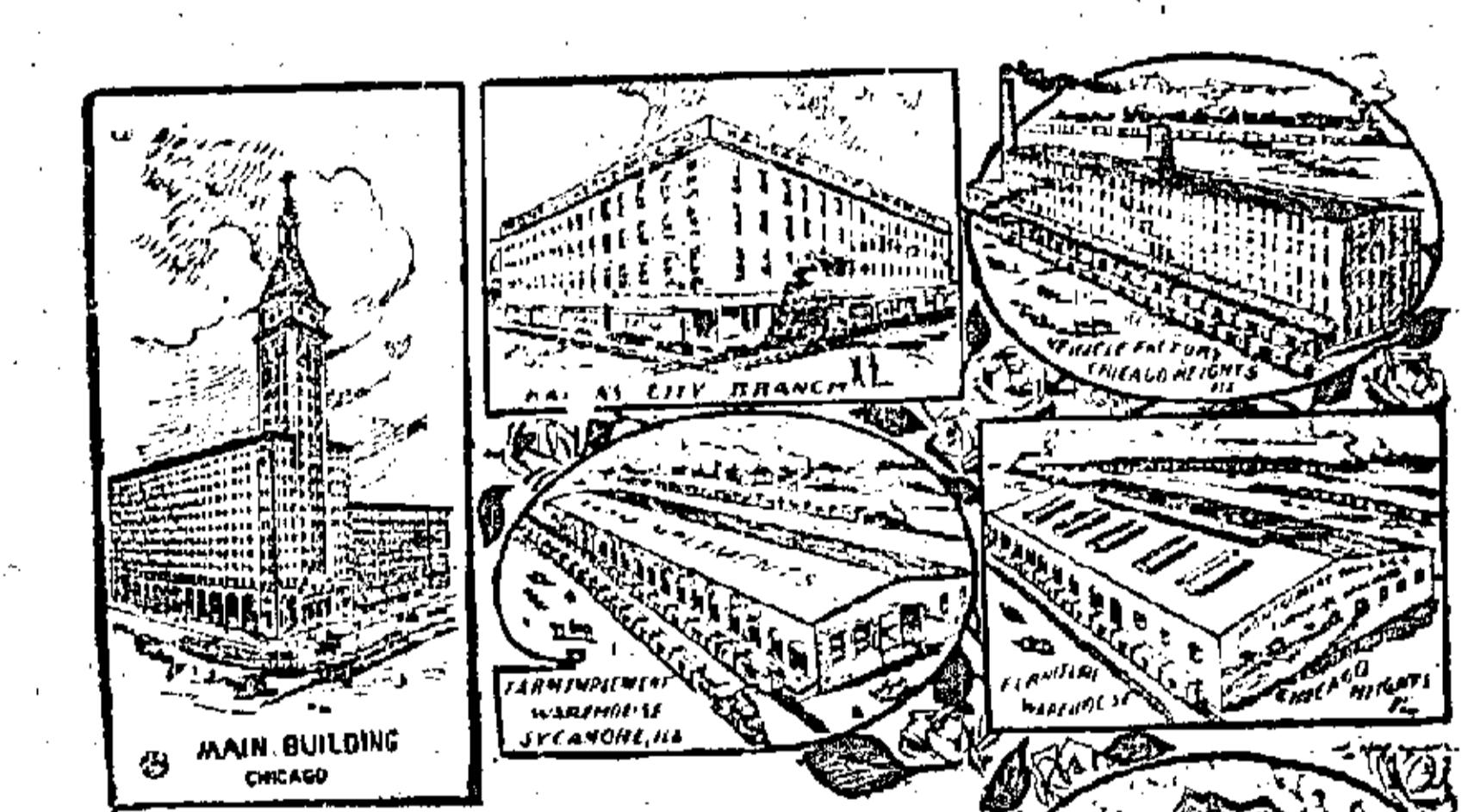
SHANGHAI HONGKONG & CHINA

## Brimful of Nourishment

## PLASMON

The Food for Old and Young.

(Also Plasmon Cocoa, Oats, Biscuits, &c.)



## Mosquitoes Avoid

the presence of Carbolic  
that is why the  
use of

Calvert's  
20%  
Carbolic  
Soap

has been found such an excellent protection against the attacks of these and other insects. It imparts also a delightful freshness to the skin, and, of course, is powerfully antiseptic, an advantage readily appreciated in warm climates.

Sold by Local Chemists and Stoekholders.

Made by E. G. Calvert & Co., Manchester, Eng.

## Special Low Freight Rates to the Orient

And our system of selling General Merchandise of every kind Direct to the Consumer enable you to obtain latest.

## American Goods at Chicago Prices

You can buy of us everything to eat, wear and use at the same prices paid by our three million customers in America.

We ship by Fast Freight and the Pacific Steamers, and have a fixed low freight rate, not enjoyed by any other firm. On all classes of goods, irrespective of measurement, our special freight rate, covering both the rail and ocean haul, is only \$1.5 per 100 lbs. from Chicago to Yokohama, Kobe, Nagasaki, Shanghai, Hongkong and Manila, and through Bills of Lading prepaid on this basis can be secured in Chicago to any open port.

You run no risk. Our Export Division understands all requirements and we guarantee safe delivery. We pack goods properly and are prepared to take care of all details. We have had over 10 years experience in export shipping.

We have thousands of customers in the East, are well known to the banks and refer by permission to the Hongkong & Shanghai Banking Corporation and The Chartered Bank of India, Australia & China.

Our new 1200 page Catalogue No. 74, Season 1905-6, just from the press contains clear illustrations, truthful descriptions and lowest prices of 126,000 articles in every day use. The book costs us almost \$1.00 gold to print and mail, but we will gladly send a copy to any householder or prospective buyer, if you will show us where to do so by just writing and asking for a copy.

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Secure your copy at once to prevent delay.

Write a letter to our Export Manager, at Chicago, and ask him any questions you like. He will be glad to furnish any information.

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A warranted cure for all acquired or constitutional Diseases from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Diseases.

Free from morphia. Forty years' success made by all Chemists and Stoekholders throughout the world.

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## TEN DAYS FREE TRIAL

In respect of every article bought of us. Your money will be returned if you are not satisfied. Biggest grace period granted six years.

£2.10 to £6

Second-hand Goods

£1 to £2.10

Great factory discounts at half factory price.

Wear and tear allowances.

Trade Allowances.

Over 1000 Agents.

## SHIPPING.

## ARRIVALS.

ADMIRAL HAMELIN, French steamer, 3,188, Deboumari, 21st Sept.—Dunkirk and Singapore 13th September, General Messageries Maritimes.  
HATTAN, British str., 1,181, J. S. Roach, 20th Sept.—Foochow 16th Sept., Amoy 17th and Sratov 19th, General—Douglas Lapraik & Co.  
LAURENT, British str., 1,341, J. B. Jackson, 19th September—Saigon 13th Sept., Rice and General—Chinese.  
PINAKI, British str., 3,636, J. M. Temmison, 20th Sept.—Kobe 14th Sept., General—Sander, Weller & Co.  
SANKEI MARU, Japanese str., 3,789, Matheson, 20th Sept.—London and Singapore 14th Sept., General—Nippon Yusen Kaisha.  
TOTOMI MARU, Japanese str., 2,462, A. Keita, 21st Sept.—Singapore 14th Sept., General—Nippon Yusen Kaisha.  
TRANZULMAR, Danish str., 3,623, F. Thomsen, 20th Sept.—Moj 15th Sept., Melchers & Co.  
WAKAMATSU MARU, Japanese str., 2,778, N. Goda, 20th Sept.—Moj 15th Sept., Coal—Mitsui Bussan Kaisha.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE

Sept. 21st.

CHAMPAGNY, British str., for Shanghai.  
Debach, British str., for Europe.  
Mausang, British str., for Sandakan.  
Fleidens, American str., for Tacoma.  
Rejali, German str., for Bangkok.  
Sanki Maru, Japanese str., for Shanghai.  
Tranquebar, Danish str., for Singapore.

## DEPARTURE.

Sept. 21st.

ASTREA, British cruiser, for a cruise.  
HAIRUN, British str., for Coast Ports.  
HOU, French str., for Huping.  
PHONITHEN, British cruiser, for a cruise.  
SAO MARIA, Japanese str., for London.

## SHIPPING REPORTS.

The British str. *Laetitia* reports: Light variable winds and fine weather throughout. Sighted floating wreckage from Gap Rock to port.  
The Japanese str. *Wakamatsu Maru* reports: 4 a.m. 18th to 12 m. 20th moderate gale and high confused sea. Ship working much. At the entrance of Hongkong about 100 dead bodies floating.

The British str. *Hattan* reports: Foochow to Amoy moderate N.E. winds and fine weather. Amoy to Swatow moderate breeze, easterly cloudy overcast sky. Swatow to Hongkong strong N.E. gale with high seas and very heavy rain squalls.

## VESELS IN DOCK.

Sept. 21st.

ABERDEEN DOCKS—Tidemarke.  
KOWLOON DOCKS—Champagny, Express of Japan, Huo, Seda, Soreng, Woolwich, Victoria, Manang, Kengtung, Ch. Hardwick, Bellberg, H.M.S. Monarch, Strathmore.  
COMITATEN DOCKS—Radnorshire.

## INTIMATION.

PERCY PIGOTT,  
SHIP AND FREIGHT BROKER,  
MELBOURNE, VICTORIA.

VESELS CHARTERED and Freights  
Arranged to any Port in the World.  
Sole of Steamers & Sailing Vessels effected.  
Telegraphic address: "PIGOTT," Melbourne.  
Watkin's and A.B.C. Codicil used.  
Postal address: Steamship Buildings, Collins Street, Melbourne. 1701

VESSELS ON THE BERTH  
THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON  
THROUGH BILL OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"DEVANHA."

Captain T. H. Hinde, R.N.R., carrying His Majesty's Mail, will be despatched from this office on SATURDAY, the 22nd September, at NOON, taking passengers and cargo for the above ports in connection with the Company's  
Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and  
for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, etc. will be conveyed from Bombay by the H.M.S. *Arabia*, due in London on 1st November.

Packets will be received at this office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 10th September, 1906. 11750  
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 25th inst., at 3 p.m.

For Freight, apply to  
DAVID SASOON & Co., LTD.,  
Agents.

Hongkong, 20th September, 1906. 11750  
EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADLADE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AUSTRALIAN,"

Captain St. John George, will be despatched for the above Ports on SATURDAY, 29th inst. at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th September, 1906. 11690

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANWERP	CYCLOPS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 25th inst.
LONDON Direct via USUAL PORTS OF CALL	OCEANA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 6th Oct., at Noon.
MARSEILLES, LONDON & ANWERP, &c.	SOCOTRA	Brit. str.	—	Aillaud	P. & O. S. N. Co.	About 27th inst.
MARSEILLES, &c., via PORTS OF CALL	SALAZIE	Fren.str.	—	Grosch	MESSAGERIES MARITIMES	On 2nd Oct., at 1 P.M.
BREMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	1 m.		MELCHERS & CO.	On 26th inst., at Noon.
KINTUCK	—	Ger. str.	k. w.	Peter	BUTTERFIELD & SWIRE	On 26th inst.
SENEGAMBIA	—	Ger. str.	k. w.	Knausel	HAMBURG-AMERIKA LINIE	On 10th Oct.
SUERVA	—	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 16th Nov.
BRISGAVIA	—	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 30th Nov.
SITHONIA	—	Dan. str.	k. w.		MELCHERS & CO.	Quick despatch.
TRANQUEBAR	—	Habsburg	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HABSBURG	—	Aus. str.	k. w.	Stable	SANDER, WIELER & CO.	On 27th inst.
SILENA	—	Aus. str.	k. w.	Kier	HAMBURG-AMERIKA LINIE	On 25th inst.
LUBERIA	—	Aus. str.	k. w.		MELCHERS & CO.	Quick despatch.
KITAI	—	Rus. str.	k. w.	DODWELL & CO., LTD.	About 9th Oct.	
EBOULL	—	Am. str.	2 m.		SHEWAN, TOME & CO.	About 10th Oct.
SOUTH AMERICA	—	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 27th inst., at 4 P.M.
EMPEROR OF JAPAN	—	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 3rd Oct., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTRAIL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th inst.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	LYRA	Am. str.	—	G. V. Williams	TO THURSDAY, 27th inst.	
VICTORIA (B.C.) & TACOMA via JAPAN	KASATO MARU	Australian str.	—		Quick despatch.	
—	—	Ger. str.	—	St. John George	TO KOREA, KAISHA	
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	Lenz	GIBB, LIVINGSTON & CO.	
—	—	Ger. str.	—	Schiffer	HAMBURG-AMERIKA LINIE	
NAGASAKI & VLADIVOSTOK	DAPHNE	Brit. str.	1 m.	E. P. Martin, R.N.R.	TO DAY.	
YOKOHAMA & KOBE	—	Brit. str.	—	Jurrianse	Quick despatch.	
YOKOHAMA, KOBE, MOJI & KOREA	—	Brit. str.	—	H. Harder	On 24th inst.	
YOKOHAMA, KOBE, MOJI & VLADIVOSTOK	TJILIWONG	Dut. str.	—	F. W. Northcombe	Butterfield & Swire	
JAPAN via SHANGHAI	CHIUSHING	Brit. str.	—		JARDINE, MATHESON & CO.	
TIENTSIN via SWATOW & CHEFOO	LIANGCHOW	Brit. str.	—		MELCHERS & CO.	
SHANGHAI & CHINKIANG	KOWLOON	Brit. str.	—	Davies	Butterfield & Swire	
SHANGHAI	SHAOHSING	Brit. str.	—	J. H. Brown	HAMBURG-AMERIKA LINIE	
SHANGHAI	KWONGSANG	Brit. str.	—	Filler	HAMBURG-AMERIKA LINIE	
SHANGHAI	PRINZ LUDWIG	Brit. str.	—	E. F. Summers	JAVA-CHINA-JAPAN LINIE	
SHANGHAI	KUOKIANG	Brit. str.	—	H. Ohta	JARDINE, MATHESON & CO.	
SHANGHAI	YUCHOW	Brit. str.	—	J. S. Roach	MELCHERS & CO.	
SHANGHAI KOBE & YOKOHAMA	BRISGAVIA	Brit. str.	—	A. G. Smith	Butterfield & Swire	
SHANGHAI YOKOHAMA & KOBE	HABSBURG	Brit. str.	—	R. Almond	JARDINE, MATHESON & CO.	
SHANGHAI	SIMILA	Brit. str.	—	Summerville	SHEWAN, TOME & CO.	
TAMSUI via SWATOW & AMOY	JOSHIN MARU	Jap. str.	—	R. Rodger	BUTTERFIELD & SWIRE	
SWATOW, AMOY & FOOCHOW	HABSBURG	Brit. str.	—	R. Houghson	JARDINE, MATHESON & CO.	
MANILA	LOONGSAM	Brit. str.	—	W. E. Sauer	DAVID SASOON & CO., LTD.	
MANILA	ROBI	Brit. str.	—	J. G. Spence	JARDINE, MATHESON & CO.	
MANILA	TEAN	Brit. str.	—	Bradley	On 27th inst., at 3 P.M.	
MANILA	ZAFIRO	Brit. str.	—		On 27th inst., at 3 P.M.	
SANDAKAN	MADSAO	Brit. str.	—		Agent.	
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—		Hongkong, 19th September, 1906. [2]	
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—		REGULAR STEAMSHIP SERVICE TO NEW YORK.	
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—		VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABA COAST).	

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

For Freight or Passage apply to SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 26th September, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SOUTH AMERICA" ... About 10th October.

For freight and further information apply to SHEWAN TOME & CO., GENERAL AGENTS.

Hongkong, 9th August, 1906. 11750

## HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.

DESTINATION STEAMERS TO SAIL.

SHANGHAI, KOBE & YOKOHAMA ... BRISGAVIA ... 29th Sept.

YOKOHAMA & KOBE ... HABSBURG ... Beginning of Oct.

SHANGHAI, KOBE & YOKOHAMA ... SEGOVIA ... 14th Oct.

SHANGHAI, YOKOHAMA & KOBE ... C. FEID. LAEISZ ... 29th Oct.

SHANGHAI, KOBE & YOKOHAMA ... ANDALUSIA ... 13th Nov.

SHANGHAI, YOKOHAMA & KOBE ... AMBRIA ... 27th Nov.

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL..	"MENELAUS"		On 27th September.
GLASGOW and LIVERPOOL..	"NINGCHOW"		On 27th September.
LONION, AMSTERDAM and ANTWERP.....	"CYCLOPS"		On 25th September.
HARVE, ROTTERDAM and LIVERPOOL.....	"KINTUCK"		On 30th September.
Taking Cargo for Liverpool at London Rates.			

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONION, AMSTERDAM and ANTWERP.....	"CYCLOPS"	On 25th September.
HARVE, ROTTERDAM and LIVERPOOL.....	"KINTUCK"	On 30th September.

via Bangkok.

For further Particulars, apply to E. A. HEWETT,  
Superintendent.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

PORT	STEAMERS	TO SAIL	REMARKS.
MARSEILLE, LONDON and ANTWERP via SINGAPORE	SOCOTRA .....	About 27th September	Freight only.
PENANG, COLOMBO and PORT SAID .....	Capt. W. R. Hickey .....	September	Freight only.
YOKOHAMA via SHANGHAI, NILE MOJI and KOBE .....	Capt. E. P. Martin, R.N.R. ....	About 29th September	Passage.
SHANGHAI .....	Capt. F. R. Summers .....	About 3rd October	Passage.
LONDON DIRECT VIA USUAL OCEANA POETS OF CALL .....	Capt. .....	Noon, 6th October	See Special Advertisement.

For further Particulars, apply to Hongkong, 20th September, 1906.

## SHIPPING IN PORT.

## STEAMERS.

ANDREW RICKMERS, German str., 1,023, W.	Tubert, 18th Sept.—Bangkok 11th Sept.
GENERAL—Butterfield & Swire.	General—Butterfield & Swire.
CHANGSHA, British str., 1,493, F. Moore, 4th	Sept.—Melbourne via ports 30th July.
CHANGSHA, British str., 1,493, F. Moore, 4th	General—Butterfield & Swire.
CHINCHU, British str., 2,260, W. B. Brown,	19th Sept.—Melbourne 18th Aug., General.
CHINCHU, British str., 1,199, G. S. Weigall,	—Butterfield & Swire.
CHINCHU, British str., 1,199, G. S. Weigall,	14th September—Chefoo 7th September.
CHINCHU, British str., 1,199, G. S. Weigall,	General—Jardine, Matheson & Co.
CHINCHU, German str., 1,151, W. M. Mellermann,	15th Sept.—Bangkok 9th Sept., General.
CHINCHU, British str., 1,199, G. S. Weigall,	—Butterfield & Swire.
CHINCHU, British str., 1,199, G. S. Weigall,	14th Sept.—Shanghai via Swatow
CHINCHU, British str., 1,199, G. S. Weigall,	9th Sept., General—Jardine, Matheson & Co.
COPTIC, British str., 2,744, W. Finch, 20th	July—San Francisco 27th June, Mails and
COPTIC, British str., 2,744, W. Finch, 20th	General—O. & O. S. N. Co.
DAIGMAR, German str., 921, M. Engelhardt,	14th Sept.—Bangkok 7th Sept., Ries and
DAIGMAR, German str., 921, M. Engelhardt,	General—Butterfield & Swire.
DERWYN, British str., 1,563, J. Jenkins, 17th	Sept.—Saigon 13th Sept., and
DERWYN, British str., 1,563, J. Jenkins, 17th	Ries—Chinese.
DERWYN, British str., 1,563, J. Jenkins, 17th	Sept.—Moj 12th Sept., Coal—Jobson & Co.
DEVANIA, British str., 4,785, Thos. H. Hide,	WOODLICH, British str., 1,445, A. Stoker, 11th
20th Sept.—Yokohama and Shanghai	Sept.—Salina Cruz 23rd July, China
DEVANIA, British str., 4,785, Thos. H. Hide,	Commercial Steamship Co.
17th Sept., Mails and General—P. & O.	YUSHIEN, Chinese str., 1,079, J. A. Pratt, 17th
S. N. Co.	Sept.—Swatow 16th Sept., General—
DEVANIA, German str., 1,262, T. V. Brunn,	Chines.
5th Sept.—Bangkok 27th Aug. and Hoitow	Z. Y. DE ALDEOCA, Amer. str., 1,260, Xandar
3rd Sept., Ries and Coal—Norddeutscher	Echuan, 15th June—Manila 12th June.—
Lloyd	Barroto & Co.
EMMA LUYKEN, German str., 1,159, G. Corrand,	NAUTICAL VESSELS.
16th July—Mauritius 22nd May, Sugar—	ECLIPSE, British barque, 2,968, J. McRoy Jr.,
Chinese.	1st Sept.—New York, 6th May, Case Oil—
EMPEROR OF JAPAN, British str., 3,003, H. II.	—Standard Oil Co.
Pybus, 4th Sept.—Vancouver 13th Aug.,	I. F. CHAPMAN, American ship, 2,013, R.
Mails and General—C. P. R. Co.	Banfield, 25th August—Manila 15th Aug.,
FOOKSA, British str., 1,987, W. E. Savier,	Ballast—Arnhold, Karberg & Co.
10th Sept.—Calcutta 28th Aug., Coal—	S. P. HITCHCOCK, Amer. ship, 2,086, E. L. Zwick,
Jardine, Matheson & Co.	1st Sept.—Manila 20th August, Ballast—
GALVANIA, Norwegian str., 1,070, Carl Anderssen, 10th Sept.—Samarrang 1st September,	Arnhold, Karberg & Co.
Sugar—Aegard, Thoresen & Co.	
HILARY, German str., 2,276, H. Decker, 5th	HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
Sept.—Sourabaya 23rd August, Sugar—	Alacrity, despatch-boat, 1,700 tons, 10 guns,
Sander, Wieser & Co.	3,000 h.p., Comdr. E. La T. Leathem,
HONGKONG, French str., 750, A. Suzoni, 18th	Hongkong
Sept.—Haipong and Holloway 17th Sept.,	Astrom, 2nd class cruiser, 4,360 tons, 10 guns,
General—A. R. Martyn.	7,000 i.h.p., Captain C. L. Vaughan-Lee,
HOPSNA, British str., 1,359, Jas. H. May, 15th	Mirs Bay
September—Sourabaya 6th Sept., Sugar—	JACOB DIEDERICHSEN, German str., 623, D.
Jardine, Matheson & Co.	Henn, 18th Sept.—Haipong 11th Sept.,
KALUCHA, British str., 2,154, Walker, 2nd	Kebao 13th h and Hoitow 17th, General—
Aug.—Newcastle 12th July, Coal—Arbold, Jeboe & Co.	Jeboe & Co.
KANUZ MARU, Japanese str., 1,041, K. Hashimoto, 14th Sept.—Swatow 13th September, Sugar—	JOHANN, German str., 952, Ipland, 15th Sept.,
General—Nippon Yusen Kaisha.	—Seaton 14th Sept., Jansen & Co.
KLEONANG, German str., 1,115, Kohler, 10th	JOSHIN MARU, Japanese str., 702, H. Ohita, 19th
September—Bangkok 3d Sept., Rice—Butterfield & Swire.	Sept.—Tamsui, Amoy and Swatow 18th
KITAI, Russian str., 1,200, Jorgensen, 18th	Sept., General—Osaka Shosen Kaisha.
Sept.—Moj 12th Sept., Ballast—Melechers & Co.	KAIPOX, British str., 956, E. Finlayson, 19th
KOWLOON, German str., 1,487, H. Stehr, 18th	September—Manila 14th September, Sugar—
Sept.—Samarrang 10th Sept., Sugar—	—Butterfield & Swire.
Siemens & Co.	KALUCHA, British str., 2,154, Walker, 2nd
KRIMSON, British str., 1,215, G. Hooker, 18th	Aug.—Newcastle 12th July, Coal—Arbold, Karberg & Co.
Sept.—Tientsin 9th Sept., Chafoo 17th Sept.,	KANUZ MARU, Japanese str., 1,041, K. Hashimoto, 14th Sept.—Swatow 13th September, Sugar—
General—Butterfield & Swire.	General—Nippon Yusen Kaisha.
KUTSANG, British str., 3,110, Bradley, 13th	KLEONANG, German str., 1,115, Kohler, 10th
September—Singapore 7th Sept., General—	September—Bangkok 3d Sept., Rice—Butterfield & Swire.
JORDINE, German str., 1,041, H. Stehr, 18th	KITAI, Russian str., 1,200, Jorgensen, 18th
Sept.—Samarrang 10th Sept., Sugar—	Sept.—Moj 12th Sept., Ballast—Melechers & Co.
Siemens & Co.	KOWLOON, German str., 1,487, H. Stehr, 18th
KRIMSON, British str., 1,215, G. Hooker, 18th	Sept.—Samarrang 10th Sept., Sugar—
Sept.—Tientsin 9th Sept., Chafoo 17th Sept.,	General—Butterfield & Swire.
General—Butterfield & Swire.	KRIMSON, British str., 1,215, G. Hooker, 18th
LIGHTNING, British str., 2,122, J. G. Spence, 19th Sept.—Calcutta via Straits 2d Sept.,	Sept.—Tientsin 9th Sept., Chafoo 17th Sept.,
General—David Slosson & Co.	General—Butterfield & Swire.
LOONGKANG, British str., 1,692, A. G. Smith, 17th Sept.—Manila 14th Sept., General—	KUTSANG, British str., 3,110, Bradley, 13th
Jardine, Matheson & Co.	September—Singapore 7th Sept., General—
MAUDAN, British str., 1,644, R. H. Roughton, 4th Sept.—Sandakan 23rd Aug., Timber and	JORDINE, German str., 1,041, H. Stehr, 18th
General—Jardine, Matheson & Co.	Sept.—Samarrang 1st Sept., Sugar—
MONTEAGLE, British str., 3,933, S. Robinson, 14th Sept.—Vancouver 15th September and	General—Butterfield & Swire.
Stow 18th Sept., General—Jardine, Matheson & Co.	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
NEIL MACLEOD, Amer. str., 992, E. Corral, 19th	General—Butterfield & Swire.
June—Manila 16th June—Barretto & Co.	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
NORDEN, Norwegian str., 1,437, W. Wilhelmsen, 15th September—Probolinggo 3d Sept.,	General—Butterfield & Swire.
Sugar—Order.	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
N. S. DE ROSARIO, Amer. str., 715, M. Lopez	General—Butterfield & Swire.
Bianco, 12th June—Manila 9th June.—	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Barretto & Co.	General—Butterfield & Swire.
PLEIADES, American str., 3,753, F. G. Purrington, 15th September—Manila 10th Sept.,	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
POWATAN, British str., 1,640, W. F. Turner, 16th Sept.—Samarrang 31st Aug., Sugar—	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Dowell & Co.	General—Butterfield & Swire.
PRINZ WALDEMAR, German str., 1,736, C. Woltemas, 18th Sept.—Kobon 12th Sept.,	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
General—Molchen & Co.	General—Butterfield & Swire.
PRINZ WILHELMSHAFEN, German str., 1,987, F. F. P. Purrington, 15th September—Manila 10th Sept.,	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Hemp—Dowd & Co., Ltd.	General—Butterfield & Swire.
REDWYN, British str., 1,820, H. Haffner, 17th Sept.—Shanghai 14th Sept., General—	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Shewan, Tzane & Co.	General—Butterfield & Swire.
RAJAH, German steamer, 1,275, C. Wolf, 9th	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Sept.—Bangkok 31st Aug., Timber and	General—Butterfield & Swire.
Pice—Butterfield & Swire.	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
RUMI, British str., 1,611, R. W. Almond, 17th	General—Butterfield & Swire.
Sept.—Manila 15th September, General—	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Shewan, Tzane & Co.	General—Butterfield & Swire.
SCANDIA, German str., 3,133, W. von Dohren, 18th Sept.—Shanghai 13th Sept., General—	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Hamburg-Amerika Line.	General—Butterfield & Swire.
SEXTA, German str., 960, Krafft, 2nd Sept.—	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Walakato 26th August, Coal—Sjoman & Co.	General—Butterfield & Swire.
SHINSU MARU, Japanese str., 3,419, H. Hamasaki, 17th Sept.—Moj 11th Sept., Coal—Sjoman & Co.	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
General—Japanese.	General—Butterfield & Swire.
SIGNAL, German str., 390, G. Schubelkier, 16th	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
Sept.—Palko via Holloway 12th September,	General—Butterfield & Swire.
General—Jel & Co., Ltd.	LIANGCHOW, British str., 1,214, H. Harder, 14th Sept.—Chelten and Newchapel 9th Sept.,
SKULD, Norwegian str., 947, Alf Odd, 6th	General—Butterfield & Swire.
Sept.—Sourabaya 25th August, Sugar—	LIANGCHOW, British str., 1,214, H. Harder, 1

## POST OFFICE NOTICES.

The Mails for Hukow and Pakhoi placed on board the s.s. *Apearade*, on the 17th instant were lost with that vessel.

Mails will close subject to modification as follows:

FOR	PER	DATE
Saigon.....	Thales.....	Saturday, 22nd, 9.00 A.M.
Vokohama and Kobe.....	Chingtu.....	Saturday, 22nd, 10.00 A.M.
Europe, &c., India via Tunicorin.....		Saturday, 22nd
Postage 10 cents)		Printed Matter and Samples..... 10.00 A.M.
Supplementary mail on board up to the time fixed for departure of the mail		Registration..... 10.00 A.M.
Extra Postage 10 cents)		(Registration with interest of 10 cents, up to 10.45 A.M.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Registration, Kowloon B.O. 10.00 A.M.
The Pared mail will be closed today at 5 p.m.		No late fee.
Manila.....	Loongshang.....	Letters 11.00 A.M.
Banffan.....	Mausaw.....	Saturday, 22nd, 2.00 P.M.
Hainan and Haipeng.....	Hongkong.....	Saturday, 22nd, 3.00 P.M.
Santow, Chetow and Thetsow.....	Chipping.....	Saturday, 22nd, 5.00 P.M.
Santow, Amoy and Tamsui.....	Joshua Maru.....	Saturday, 22nd, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.....	Captive.....	Monday, 24th,
(Supplementary mail on board up to the time fixed for departure of the mail)		Printed Matter and Samples..... 10.00 A.M.
Extra Postage 10 cents)		Registration..... 10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		(Registration with interest of 10 cents, up to 10.45 A.M.)
Europe, &c., India via Tunicorin.....	Prince Heinrich.....	Registration, Kowloon B.O. 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		No late fee.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Letters 11.00 A.M.
Singapore, Penang and Calcutta.....	Kutung.....	Monday, 24th, 1.00 P.M.
Taikwan.....		Monday, 24th, 2.00 P.M.
Liaonghow.....		Monday, 24th, 3.00 P.M.
Shanghai.....		Monday, 24th, 3.00 P.M.
Kwangtung.....		Monday, 24th, 3.00 P.M.
Kiutai.....		Monday, 24th, 4.00 P.M.
Lightning.....		Tuesday, 25th, 2.00 P.M.
Tean.....		Tuesday, 25th, 3.00 P.M.
Wanmeech.....		Tuesday, 25th, 3.00 P.M.
Singapore, Penang and Calcutta.....		Wednesday, 26th,
Manila.....		Printed Matter and Samples..... 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail)		Registration..... 10.00 A.M.
Extra Postage 10 cents)		(Registration with interest of 10 cents, up to 10.45 A.M.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Registration, Kowloon B.O. 10.00 A.M.
Singapore, Penang and Calcutta.....		No late fee.
Europe, &c., India via Tunicorin.....		Letters 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		Thursday, 27th, 2.00 P.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Thursday, 27th,
Singapore, Penang and Calcutta.....		Printed Matter and Samples..... 2.00 P.M.
Empress of Japan.....		Registration..... 2.00 P.M.
China Sugar.....		(Registration with interest of 10 cents, up to 2.45 P.M.)
Luzon Sugar.....		Registration, Kowloon B.O. 2.00 P.M.
No late fee.		Letters 11.00 A.M.
Singapore, H. Dyeing.....		Thursday, 27th, 3.00 P.M.
South China M. Post.....		Friday, 28th, 3.00 P.M.
Steam Laundry Co.....		
Stores & Dispensaries.....		
Campbell, M. & Co.....		
Powell & Co., Wm. Watson & Co., A. S. United asbestos & Co. Founders.....		
Singapore, Nagasaki, Kobe, Yokohama, Victoria and Vancouver.....		
Montague.....		
Europe, &c., India via Tunicorin.....		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Shanghai.....		
Shanghai.....		
Tsim, Port, Durban, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.....		
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.....		
General Post Office, Manila, Kobe, Yokohama, Victoria, B.C. and Macau.....		
Macau.....		
Shanghai.....		
Shanghai.....		
Empress of Japan.....		
Australia.....		
Kamakura Maru.....		
Lyra.....		
Zafiro.....		
Singapore, Nagasaki, Kobe, Yokohama, Victoria and Vancouver.....		
Montague.....		
Europe, &c., India via Tunicorin.....		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Shanghai.....		
Shanghai.....		
Tsim, Port, Durban, Thursday Island, Cooktown, Cairns, Townsville, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.....		
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.....		
General Post Office, Manila, Kobe, Yokohama, Victoria, B.C. and Macau.....		
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Shanghai.....		
Shanghai.....		
Empress of Japan.....		
Australia.....		
Kamakura Maru.....		
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Empress of Japan.....		
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Kamakura Maru.....		
Lyra.....		
Zafiro.....		
Shanghai.....		

## THE SOLDIER AND THE STATE.

Mr. Haldane would probably admit that his reduction in the numerical strength of the Army rates the higher importance than Army rank and fitness of those who are ever left in the colonies. The room for improvement which exists in this connection is a considerable one in the speeches of all military authorities. We hold an inviolable position of losses through disease, dismissal proportionate exports are quite reconciled to our little battalions being filled with such inviolable weaknesses that they are quite unfit to take the field without their reserves; and Sir Arthur Haggard puts the case only too accurately, in the usual little treatise he has just published on this question, when he says that English recruits "are not, generally speaking, of the stamp in physique, stamina or character, which the Army nowadays should attract, or men with whom the self-respecting man of the lower-middle class, of which the ranks ought to be composed, cares to associate." These drawbacks are grievous enough in any case, and when we see the forces about to be diminished by 20,000 or, as some interpret the operation of the changes, 40,000 men, drawn largely from such stable elements as the Guards, the Artillery and the Reserve, the quality of the remainder becomes a truly urgent consideration. It is a most instructive fact that the increase of pay introduced by Mr. Brodrick has made no appreciable difference in the quality of the recruiting material. The soldier of the line is now remarkably well off financially; the advantages of his position certainly outstrip the offers of any other career in the market for unskilled labour. Yet the form retains its stigma amongst the class from whom we must expect to derive its wearers. Educated opinion (thanks partly to Mr. Kipling and partly to the Boer War) takes a more humane and intelligent view of the soldier than prevailed among the Puritans of the Victorian era. Nevertheless the service remains unpopular. Its social status continues to be disgraced (if fitting in the lower and not the higher ranks of life) that the lowest and most rigid distinctions are drawn and enforced; and the man who takes the King's shilling to-day is still, for good reasons or bad, lowered in his own eyes and in those of his countrymen. Until we can disestablish these hampering facts, no thinking man can regard the personnel of the Army without an emphatic sense of discomfort and apprehension.

Major Haggard goes very closely into the causes of the popular impression that, if the enlisted soldier is not ipso facto a black sheep, he must necessarily become one. There is no doubt some moral influence in the scolding appearance of the recruiting office, where the first step is taken. There is an ample suggestion about the afterglow of "Advantages of the Army" upon the walls of police stations. There is a furrowless about the location of the offices themselves in back streets, resembling the privacy so thoroughly provided by the side entrances to pawn-shops; and the cheerless and unattractive character of the premises is less calculated to imbue the neophyte with pride in his country's service than to impress on him that he is accepting a last resort and cutting himself adrift from the bonds of self-respecting society. Once landed in barracks, the defences of his country still finds a lack of inspiration in his surroundings. "These detestable places," to quote the language of Mr. Arnold-Forster, seem to have been designed with as much resemblance to a prison as the bare necessities of the situation would permit. They provide for a lower standard of civilisation than any section of the respectable working classes has been accustomed to in his own home. The soldier is compelled to eat in the apartment where he sleeps; when he returns from a wet day or fatigue, he is obliged to throw down his dripping clothes on his bed and let them get rid of their moisture as best they can, the appointments of the guard-room are adapted rather for hardening than for decent men occupied with the most arduous phase of their duty; and the canteen system, with its neglect of intelligent recreation, is diabolically suited to the production of drunkards wherever men are endowed with less than the strongest types of character. No one asks that the soldier should lie upon a bed of roses, but the effects of unnecessary hardship are invariably heartbreaking, and when the ramifications of military life are notoriously pitched below the level of the common civilisation that surrounds it, the loss of self-respect which ensues will both degrade those who enter it and repel the most desirable classes of recruits to a safe distance.

Major Haggard does not neglect the one consideration which, even if there were no others, would prevent the possessor of ordinary shrewdness and foresight from placing the last years of his life at the disposal of his King and country. "If a man knew, before joining the Army, that on the completion of his time of engagement he would be certain (if he had been a good soldier) to obtain employment at a fair rate of wage, as vacancies occur, the status of the Army, and with it recruiting and its popularity among the people, would soon undergo a transformation." We cannot trust public opinion if, under existing conditions, it looks on the man who has surrendered the period of his early manhood to a calling which handicaps him after-life and an organization which makes no serious effort to recruit the sacrifice, as little better than a reckless wastrel. It is some comfort to know that this scandalous gap in the connection of the Army with civilian pursuits is in a fair way to being remedied.—Sir Edward Ward's Committee on the Civil Employment of Ex-Soldiers and Sailors has just prepared a searching and practical Report of which Mr. Haldane appears fully resolved to take advantage. There are many occupations for which the training of the soldier is a highly suitable equipment, and in which his habits of discipline and regularity are of peculiar value. To smooth the path of the discharged men into these employments, it is only necessary to remove certain artificial barriers and to bring the resources of a strong centralised organization into play. The Committee urge that a more decisive preference should be given to ex-soldiers in all Government Departments, that a similar favour should be shown them in the case of posts controlled by local authorities, and that the age limit for admission to the police force should be revised for the benefit of men so well adapted to its duties. A further departure of the utmost importance is contained in the recommendation "that every soldier should be taught some description of technical work during his military career." There is plenty of time in a soldier's life for the acquisition of a skilled employment, and there are many varieties of work in which he may be trained, without detriment to his professional duties. This principle the Secretary for War has already endorsed in Parliament, and its application should go far to relieve soldering both of its practical drawbacks and of its social disarrangement. When it has been so arranged that the Army shall help to make a man, instead of carrying him for the ordinary responsibilities of life, we may hope to see the King's uniform emerge from the purgatory of dispute and restore the honour of its traditions with the realities of the world which it adorns.

## ENGLISH SPELLING.

Having been brought up in an old-fashioned school, we were taught to regard all attempts at spelling reform as unscientific, un scholarly and detectable. And yet, when such a scholar as Professor Skeat addresses to such a body as the British Academy, a paper which at first glance seems to recommend such an attempt, we feel, even before we have read the pamphlet, that there must be more to be said for the proposal than our traditions and our prejudices have allowed. And to read Professor Skeat's pamphlet is to learn that it is our present spelling which is unscientific, un scholarly and detectable. Why do we write "dust" and "clean"? when we say "dust" and "clean"? Because Norman scribes in the reigns of the first two Edwards did not understand the Anglo-Saxon symbol for "why do we write" "have" and "give," for "have" and "give," and spell the word "live"? Because we are preserving the use that became useless when a cedent to be written for e, and the final c lost its significance? Why do we write "comfort" and "monkey"? Because the later Norman scribe, found that *na* and *no* were indistinct, as they are apt to be to this day—in manuscript. And when we dub "labor" an American term, we are revealing our ignorance of the state of our spelling of the unaccustomed syllable "before Columbus was born."

There are only a few of the scribes which Professor Skeat dedicates to our pride of scholarship in a paper which will, at least, deliver the question of spelling reform from the ridicule to which it has hitherto endured. His point is this: that we cling to the old forms of spelling, without realising how these old forms were pronounced. Written words are mere symbols of sounds. The spoken forms change from generation to generation; the spellings have, indeed, been changed in the endeavour to get a better representation of the sounds intend it to be suggested, but mainly before the increase of printing had made the public so familiar with the printed form as to dissociate it from the spoken, and then only in a half-hearted and often ignorant manner. It follows that "a large number of our words are spelled so as to show how they were formerly pronounced, which at once explains why they are no longer phonetically exact."

Besides being cumbersome and troublesome to learn, causing unnecessary trouble to teachers and to children, and sending up the printing bills of the British Empire according to Professor Skeat's calculation, by some thousands of pounds annually, our spelling is, therefore, unscientific and un scholarly. What is the remedy? According to Professor Skeat, to use our pretty accurate knowledge of how Latin was pronounced in classical times; to pronounce it so ourselves and make our boys pronounce it so, and forget the Italian sounds of vowels as our guide in phonetic spelling. That great simplification would result from a well-considered scheme of spelling reform, no one, we believe, had doubted, except some few "hardshell" objectors who declare that they will be unable to distinguish "see" from "sē" when they find nothing in it distinguishing "sē" from "see" (*videlicet*) from "sē" (*seē*).

And, doubtless as we shall continue to consider it to have to write "solv," "promis," "hot," "peopl," "feeld," "looz," "cun," "labor," "decal," "eg," "command" and other hideous forms which Professor Skeat recommends, we are quite aware that, however ugly or ungraceful, it is a matter of familiarity (indeed, we rather like "le z," "and," "eg," in, at least, no uglier than "egg"); and, in any case, it is better to endure ugliness than to be incorrect. The sentimental objection—that mistakes followed by time carry with them a fragrance of association more valuable than mere accuracy—is not one that can outweigh the claims of scholarship and practical use. But the great point—a point on which we have no intention of pronouncing pro or con—is just that: On which side lies true scholarship? The name of Professor Skeat is an obstructive leader of the most violent section of the Young China party, which aims at the cancellation of all concessions granted to foreigners for mining or for railway.

It is of the utmost importance to Hongkong that this railway should be built, for the colony, confident that China will be compelled to fulfil her obligation to permit its continuation to Canton, is constructing an immensely costly railway to the Kau-lung frontier, which will be useless without this continuation.

state that there is absolute unanimity between shipowners and captains and officers of the merchant service that the subject of discipline should be seriously taken in hand, as the present state of affairs is not only injurious to the interests of the country and the shipowners, but to the safety of life at sea.

## RAILWAY CONCESSIONS IN CHINA.

A Times telegram, dated Peking, Aug. 12th, says—British railway matters in China are very unsatisfactory. At the present time three railways demand attention—first, the Shanghai-Su-chow-Nanking; second, the extension from Su-chow to Hung-chau Ning-po; and third, the Kau-lung-Canton railway. All three concessions were granted on September 14th, 1898, on the demand of the British Government, as atonement for the Chinese breach of faith in connexion with the Lushai or Peking-Yunnan railway. After long delays, the final agreement for the Shanghai-Nanking railway was concluded on July 9th, 1903, and the railway is now under construction and is making good progress in the face of organized obstruction of every conceivable kind. The first issue of bonds for this railway is nearly exhausted, and a second issue is necessary, as provided in the contract. On June 19th Tang Shao-yi informed the British Legation that the money would be found by China or authorization for the issue of bonds given before August, 1911. The present indications are that China has no intention of providing the money by date, finding an excuse in the Emperor's birthday, which is on the 15th.

In the case of the other two railways mentioned China formally undertook to grant terms similar to those prevailing in the case of the Nanking railway but now repudiates her undertaking. As already reported, an edict of September 2nd last cancelled the British concession for the Su-chow-Hung-chau-Ning-po railway and transferred the construction to the provincial native bureau. Our Legation protested, but the protests were ignored, and the Legation, though such a condition invites delay, has now consented to allow the discussion of this breach of faith to stand over till the negotiations for the Kau-lung-Canton railway are concluded. The negotiations begin this week, the Viceroy of Canton having selected and sent to Peking as his representative Kung Taots, an anti-foreign obstructive leader of the most violent section of the Young China party, which aims at the cancellation of all concessions granted to foreigners for mining or for railway.

It is of the utmost importance to Hongkong that this railway should be built, for the colony, confident that China will be compelled to fulfil her obligation to permit its continuation to Canton, is constructing an immensely costly railway to the Kau-lung frontier, which will be useless without this continuation.

## A MONEY-MAKER.

THE CAREER OF AN ENGLISHMAN IN MANY LANDS.

The late Mr. Edward Wyon, chief of the Operative Department in the Imperial Mint at Canton, who died at Kobe while spending a holiday there, was a Birmingham man, and an account of his career is given in the *Daily Post* of that city.

Mr. Wyon commenced his business life about 1857, when he was apprentice to the late Mr. Ralph Heaton, of the Birmingham Mint, who in that year sent out a mint to Macassar to strike bronze coins, having received a contract from the French Government to convert the copper coin into bronze. In the early part of 1864 Mr. Wyon was sent out to Burma on behalf of his employer to superintend the erection and equipment of a Mint for the Burmese Government. That the work was satisfactorily performed may be gathered from the following quaint testimonial which Messrs. Heaton subsequently received, the "foreman" referred to being the late Mr. Wyon:

We, the Atewan Woon, Yat-Bhat-Myinji Woon, Yat-Nyaya Min, and Mingar-Mulha-Mala-Yee, Burmese Ministers of State, do hereby certify that the great merchant and his deputy undertook in the name of the most powerful God (our God) to purchase for us instruments with which to coin money, and that they arrived in this Heavenly kingdom in February, 1864. The said merchant also sent out a foreman to manage our Mint, and he has proved himself a most capable and able man in his business, and the Ministers are therefore most thankful to God. Now, if they (the parties above referred to) continue to perform these things relating to God, they will confer benefit upon future generations.

Mr. Wyon was afterwards entrusted with the task of establishing a mint for the Republic of Colombia at Bogota. In 1885 Messrs. Heaton erected a mint for the Chinese Government at Canton, which was at that time the largest mint in the world. It was a great undertaking, but Mr. Wyon was equal to it, and he erected machinery capable of striking 2,000 coins per day. He was accompanied by a large staff of men from Birmingham, including a chief castor, a roller, a cincer, and a die-maker. They remained at Canton for two years, and after instructing the Chinese in the manufacture of money the party returned to England, with the exception of Mr. Wyon, who entered the service of the Chinese Government as Chief of the Operative Department.

He and his wife were besieged in Peking during the Boxer rising and Mrs. Wyon died. Mr. Wyon was contemplating retirement to England when he died.

THE MERCANTILE MARINE.

The Mercantile Marine Service Association of Liverpool received the following letter dated August 13, from the Marine Department of the Board of Trade:—

"I am directed by the Board of Trade to inform you that they have given careful consideration to your letter of the 13th ult., stating the objection of the Mercantile Marine Service Association to the proposal that when a dispute arises between a master and any seaman at a mercantile marine office, the superintendent should allow the seaman to call in an accredited official of a seaman's organization, not a lawyer—to be present and to represent the interests of the case. The Board cannot disregard the fact that seamen, as a general rule, are at present placed under a disadvantage in the case of any dispute with the master owing to their lack of education and ignorance of the provisions of the Merchant Shipping Acts, and to their consequent inability to state their case properly before the superintendent. In these circumstances the Board of Trade have recognized the justice of allowing seamen to call in some properly accredited person to represent them, and they have decided that the necessary instructions in regard to the matter shall be issued forthwith to superintendents of mercantile marine offices.—Master J. E. KEYMER."

The council of the Mercantile Marine Services Association, in a statement they have issued, say they view with alarm any such change as indicated. If union delegates are to be allowed to be present during the engagement and discharge of seamen, and gives a *local* status, the difficulties at sea will be very largely increased, and the discipline of the ship will be further weakened. The effect on the seamen of union delegates being allowed to be present to take exception to any unfair definitions from wages will be deplorable, and masters will find that their authority at sea will be frequently defied.

The Merchant Service Guild have also informed the President of the Board of Trade that they regard the proposal of the Board as one more step entirely derogatory to discipline in the mercantile service. Up to the present, the guild states, the great majority of disputes as to wages have been adjudicated upon by the superintendent of the mercantile marine office, who has always been supposed to do his duty in a strictly impartial way; and they feel that if the men are to be represented, the task of the superintendent of the mercantile marine office will be rendered extremely difficult, and the increased demands on his time will be very great indeed, as it is practically beyond doubt that the men will now object to any and every definition which is made from their wages, no matter how obviously justified it may be. The guild urge upon the President that he will seriously reconsider his decision. Referring to the right hon. gentleman's own statement that it has been calculated that there were 27,000 desertions from British ships during a year, the guild point out that insubordination is rife, and no proper authority is given to merchant shipmasters to enable them to cope with the evils which prevail; and they to the realities of the world which it adorns.

## TOLD BY A MOTHER.

11, Albion Street,  
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From childhood I have had kidney and bladder trouble, but since my marriage (over 7 years ago), I have suffered more than I can tell, especially during pregnancy. For the few months preceding the birth of my children, the water collected in my limbs and body, making me a dreadful size. I became so big that I had to go sideways up and down stairs; my legs were swollen as large as buckets, and I must have weighed over 18 stone. I used to be afraid that if the water reached my heart, I should be gone.

I suffered from violent cutting pains in the back and limbs. I would be nearly blind with pain in the head, and my heart seemed as though it would leap into my mouth. I was a walking misery.

The doctor described my illness as dropsy, but his medicine did me no lasting good.

Of Dean's Backache Kidney Pills, however,

I cannot speak too highly; they have made me a different woman, and if married women knew what a blessing these pills are, they would never go without them.

After I had used Dean's Pills a few days,

they began to flush out great quantities of water, and the swellings gradually went down.

But that was not all; I never suffer as I used to from the terrible backaches, pains in the head, or heart trouble.

I don't know when I felt so well as I do now.

(Signed) MARION TYLER.

Dean's Backache Kidney Pills are 2/- a box, or 13/- for 6 boxes.

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THE LONDON JOINT STOCK BANK, LIMITED.

PAPE'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5½ per cent. per annum.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 27th March, 1906. [613]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1905  
£7,377,119.

I. AUTHORIZED CAPITAL ..... £25,000,000  
SUBSCRIBED CAPITAL ..... £27,500,000

PAID-UP CAPITAL ..... £67,500,000

II. FIRE FUNDS ..... £3,386,720 19 8

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO.  
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [311]

THE GLOBUS INSURANCE COMPANY  
OF HAMBURG.

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

CAELOWITZ & CO., Agents.

Hongkong, 13th August, 1906. [1855]

L'UNION DE PARIS FIRE INSURANCE  
COMPANY, LIMITED.

The Undersigned, having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against Fire at current  
rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [29]

THE DIRECTORY AND CHRONICLE  
FOR CHINA, JAPAN, COREA, INDO-CHINA  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS  
INDIA, PHILIPPINES,  
BORNEO, &c.

WITH HIGH ACRE INCORPORATED  
THE CHINA DIRECTORY  
AND THE HONGKONG DIRECTORY  
FOR HONG KONG LIST FOR THE FAR EAST

1906.

THE FORTY-FOURTH ANNUAL ISSUE

THE FORTY-FOURTH ANNUAL ISSUE